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Die Goldgewichte von Asante (Westafrika). Eine ethnologische Studie. Von Rudolf Zeller. 77 pp. Ills. *Beiträge zur Völkerkunde* (Baessler-Inst.), Beiheft III. B. G. Teubner, Leipzig, 1912. Mk. 12. 13½ x 10.

The theme is specific, minute. The author has subjected to close study all the accessible material, every specimen in museum possession of the weights which the Ashantee use in weighing gold. He has followed a spelling worth note: Ashantee, Asante, Asjante, stand at three apices of a triangle of sound within which lies the true pronunciation of the name. The gold weights are but the theme, the story is really a brilliant account of West African culture. It is still more, the volume with its modest title is a great contribution to the history of design. We note here a distinct locus of the swastika,¹ both dextral and sinistral; every such discovery tends to make it more and more clear that this ornament, sometimes, though not always, caught up within a tangle of religion as magic, must have its origin in some primitive need of early man and that the involved explanations over which students of design have had wordy controversy do not really explain. These African artisans have reached considerable skill in modeling, as is shown by their figurines from life filled with vivacity of treatment.

WILLIAM CHURCHILL.

Mission Hydrographique Congo-Oubangui-Sanga, 1910-1911.

Rapport d'ensemble de M. H. Roussilhe. Vol. 1: 464 pp. Vol. 2: 319 pp. Maps, ills. É. Larose, Paris, 1913. 11 x 7½.

In 1910 the Governor General of French Equatorial Africa appointed a commission to study the course of the Congo and its affluents in French territory, to the end that this great natural highway, in the heart of the continent, should be regulated so as to yield the best possible service. The specific aim of the commission was to study the situation at Brazzaville, Bangui and Ouessou especially, and to investigate the river conditions from the standpoint of use between these points, including portions of the Congo, Sanga and Ubangi Rivers. The establishment of a port at Brazzaville, at the beginning of the final plunge of the Congo from the central plain to the sea, was the more important function of the commission. Brazzaville is on Stanley Pool, which is the converging point of all lines of the basin, and at this port also transshipment from boat to rail *en route* for the Atlantic seaboard will magnify its importance and justify the best-known devices to facilitate traffic. Nearly 250 pages of the report cover this project, and as no detailed study had been made of the region previously, the commission was under the necessity of providing for every phase of the work. This portion of the report is extensively illustrated with photographs, and especially with maps and plans. As pioneer work it is remarkably complete and for the stretch of river near Brazzaville and Stanley Pool the commission has placed on record profiles, cross-sections, discharge measurements, and current velocities of the river which, while of fundamental value to the projectors of navigation companies to-day, will be of invaluable aid as time passes in determining the changes in the regimen of the river. In addition, the commission has determined the best site for docks and presents plans and outlines for dockage facilities.

The amelioration of the streams above mentioned, the second important assignment, necessitated a detailed journey over the course with full equipment. The history of this work, designated as the campaign of 1910-11, is reported in the form of notes from the journal of the travelers. These notes are somewhat amplified by numbers of joint observations concerning the regions visited and by personal notes. As a whole, this part is only valuable to students who are seeking detailed information concerning these reaches. The information is so scattered and diverse as to be confusing unless diligently studied. The ground covered includes a reconnaissance from Brazzaville to Betu on the Ubangi, triangulation and survey of the portion of the Ubangi between Betu and the Zinga shoals, a reconnaissance from Mossaka to Ouessou on the Sanga and a study of the N'goko tributary of the Sanga to N'goko. The principal and difficult points in these stretches have been known to navigators for some

¹A symbol, originating in Asia, denoting well-being.

time and comprise the shoals of Zinga in the Ubangi, about fifty miles below Bangui, which during six months of the year have prevented the passage of the larger vessels of the river and necessitated transshipment to reach the up-river ports, the shoals of the Sanga situated between Bali island and the bend of the river immediately above Ouesso, and the shoals of Molundu on the N'goko. This part of the report ends with a complete account of the illness of members of the commission, European and native, prepared by the medical attendant.

The final portion of the report comprises a general summary of the importance of this waterway, projects for continuing the work of the commission and recommendations tending toward the exploitation of the traffic lines. Up to this time the exposition has been strictly confined to the actual facts of investigation; but now the commission, fulfilling the orders of the Governor General, comments on the possibilities of utilization of the river. It recommends an improvement in the carriers on the Congo and the tributaries discussed, better methods of advertising and readjustment of tariffs. Basing an estimate on the actual tonnage of traffic on the Congo and at the larger ports to-day, the commission prints figures for the traffic possibilities of 1920. The revenues from the traffic are supposed to furnish the funds by means of which the actual control of the river will be completed, the course charted and light-houses and buoys established. In common with many advocates of waterways, there is a tendency in this part of the discussion to be absolutely sure that an improved highway of necessity means an increase in commerce more than commensurate with the outlay.

Altogether, the report is quite complete. Every feature of preparation, work and review is included. The author enters into too much detail even for the general student of waterways, but he has placed upon record many aspects of a large problem and the work is sure to be of value for other pioneers; especially is this true of the first part of the work, which concerns itself with the preparations for carrying out the work, and therefore considers equipment, instruments and methods of procedure.

ROBERT M. BROWN.

African Camp Fires. By Stewart E. White. xiii and 378 pp. Ills. Doubleday, Page & Co., Garden City, N. Y., 1913. \$1.50. $7\frac{1}{2} \times 5\frac{1}{2}$.

"What is the use of this killing game?" asked the Babu at Tsavo Station, of Mr. White. "Man should not destroy what man cannot first create."

And to some of the readers of this book, at least, this question of the Babu will not seem amiss, for scattered throughout the greater portion of the work runs an account of the slaughter of gentle, harmless animals, and the desperate bravery with which lions charged upon the hunters while the bullets crashed into their bodies, checking but slightly their onward rush, until at length a lucky shot brought the brave brute down. It must be said to Mr. White's credit, however, that he made it a point never to let a wounded animal escape if it were possible to prevent it. The life and customs of the various African tribes with whom the author came in contact and the regions through which he explored and hunted are admirably described, and the book is well illustrated with photographs.

Geschichtliche und kulturelle Entwicklung unserer Schutzgebiete. Von J. K. Vietor. 144 pp. D. Reimer (E. Vohsen), Berlin, 1913. Mk. 2. 9×6 .

The short and readable volume is evidently written to enlighten the wider German public about the status and needs of its African possessions. Two-thirds of it are given over to a history of the colonies, which is made palatable by personal reminiscences of the author. In the last part he discusses the necessary ways and methods of a successful colonial policy. In his opinion the race and land problems are the most important of all. The whole welfare of the colony depends on its having a happy and healthy native population settled upon its own soil. The strictest separation of the races is imperative, and the negro must feel that the white is the master race—though not by harsh treatment, the author even objecting to the general application of corporal punishment, which ought to be restricted to certain grave crimes. On the contrary, the superiority of the white man should appear in the fairness of his dealing